

MAY TAKE THE C. & E. I.

Significant Action of President Ingalls, of the Big Four.

His Telegram Concerning Mileage Books Regarded as Indicating that He Intends to Buy the Illinois Line.

President Ingalls, of the Big Four, has gone East, and it is believed that the question of the Big Four securing control of the Chicago & Eastern Illinois is at the front again. March was the month which, in December last, it was stated in high official circles that something might be done. Why President Ingalls should have sent over the country by wire, or caused to be sent, that mileage books of the Big Four would hereafter be honored on the Chicago & Eastern Illinois and the latter's mileage books on the Big Four is a question. Of itself it might seem but little; that it should be added to the telegram that this does not mean that the Chicago & Eastern Illinois has been bought in certainly is no question, and there is no question that the matter will come up again while Mr. Ingalls is in the East, as, despite his talk of its large bonded debt, he wants the line in the Big Four system, and there is where it will, sooner or later, be found. Traffic alliances are always stepping stones to joint control, and it is in this case without doubt, say those who are in a position to understand what is going on in the railway world, that the fact that the Illinois line is being bought, and the Chicago & Eastern Illinois has paid its operating expenses, fixed charges, made extensions, and that the property and paid dividends is certainly a strong card in its favor.

The Atchison's Proposed Boycott.

Chairman Caldwell yesterday took under advisement the request of the Atchison road for a boycott against the Southern Pacific by the Western Passenger Association. The feeling is general that the decision will be adverse to the Atchison road, and that it will at once withdraw from the association. By asking the other association lines to boycott the Southern Pacific the Atchison is virtually asking them to go out of the California business, and California business happens to be just now the chief source of revenue for the association road. The boycott would be tantamount to giving it up, and if the boycott order is issued there is small probability that it will be fully observed by the lines. Many of the roads are extremely anxious to have the matter settled and heavy pressure will soon be brought to bear upon the Atchison to the fight to settle their differences. At the present dull condition of traffic the prospect of a war in which they are engaged by the lines likely to suffer in the fight, and they are disposed to forego the matter. General Passenger Agent Headford, of the Milwaukee & St. Paul, made a proposition yesterday for the Atchison to withdraw from the association, to submit the differences between the Atchison and Southern Pacific to arbitration. Mr. Caldwell, however, at the same time, that the Atchison allow Mr. Caldwell to withdraw from the association, had been attempted. Mr. White replied that the Atchison would allow Chairman Caldwell all the time necessary to confer with the Southern Pacific, but he would not consent to arbitration.

A Temperance Lesson.

On one of the Indianapolis lines the wages of thirty-two employees have been garnished by an Indianapolis saloon keeper. In the number are included engineers, firemen and brakemen. By this garnishment the wages of the employees are subject to dismissal, first, for having their wages garnished; second, for visiting saloons. One of the superior officers of the road has instructed the division superintendent on which the men are employed to dismiss any saloon keeper but as several have families and are old men on the road, the division superintendent is laboring with his superior officer to have the order softened somewhat, as he thinks this lesson will be sufficient to convince the employees that the company is in earnest concerning this matter. Yesterday one of the officials said that the ground that was taken by the road was that it had issued notices to the effect that visiting saloons and places of low resort would be sufficient grounds for dismissal, and that a man is liable to be called on at any moment to go on duty, and if his brain is befuddled with being tested by whiskey he is not a safe man to send out on a train, especially on an extra or special train, which may be called on at any moment to require that the men be cautious and clear-headed. What is more annoying to the men where under the company is the rule of the brotherhoods do not countenance visiting saloons or places of low resort, and in this case they cannot be appealed to for aid.

Personal, Local and General Notes.

The receipts from sales of tickets at the up-town office of the Big Four for February were \$1,688.20 in excess of February, 1893.

The shops of the Rogers locomotive works, which have been shut down since the holidays of 1893, yesterday resumed operations.

The regular bimonthly meeting of the passenger department of the Central Traffic Association will be held in Chicago on Wednesday.

The headquarters of W. L. Blair, superintendent of the eastern division of the Nickel-plate, have been removed from Cleveland to Cincinnati, O.

From twenty to thirty carloads of ice are now being shipped south on the Monon daily from northern Indiana points for Southern markets.

Vice President and Traffic Manager Dunham, of the Baltimore & Ohio, has been arranged for an extended Southern trip in his private car.

The Union Pacific yesterday put on the night trains to Denver, Chicago and Denver, which were taken off last fall as an economical measure.

It is understood that General Superintendent McLean, of the Mobile & Ohio, is to be removed to give place to a man selected by the Illinois Central.

The White line took out of this territory, billed from Indianapolis property, 725 loaded cars in February, an increase of 175 loaded cars over January.

The superintendent of the Pennsylvania lines has been called to Pittsburgh, and it is stated that the question of further reducing expenses will be considered.

The directors of the Barney-Smith car works, Dayton, O., have declared a quarterly dividend of 2 per cent, payable March 15. The capital stock of the company is now \$1,500,000.

The Northern Pacific and the Great Northern roads are now making a rate of 25 cents per one hundred miles for shingles and lumber to St. Louis and other Missouri river points.

The official statement of the C. C. & St. L. for January shows the gross earnings of the system to have been \$912,567.74, against \$1,000,000 for January, 1893, a decrease this year of \$87,432.26.

The Vandalla is making a strong effort to get some of the business out of Peoria, and is placing one hundred cars a day there for loading, doing more business out of that city than at any former period.

H. H. Fulton, local commissioner of the Chicago & Ohio River Traffic Association, is confident the association will be reorganized, except progress having been made in that direction the last few days.

Drexel, Morgan & Co., of New York, have accepted the Louisville Southern reorganization plan. The company has agreed to \$5,000,000 worth of bonds, amounting to \$7,500,000 will be paid. Most of these bonds are held in Louisville.

The Nickel-plate yesterday dropped a number of employees in different departments. The telegraph department and the clerical force of offices feel the reduction most seriously. The reduction also strikes the shops and section men.

One of the passenger conductors on the Vandalla yesterday took up a ticket sold by a St. Louis ticket scalper which had been tampered with in such a manner that, though issued in 1893, it read as if issued this year on Feb. 24.

There is quite a stir among local passenger men because the Indianapolis, Decatur & Western, not having an authorized differential rate, is making one openly on St. Louis and other points in connection with two lines it crosses.

Telegrams received yesterday from New York state that there is no probability of an early restoration of east-bound rates to the basis of 25 cents per 100 pounds, Chicago to New York, but the rate is not likely to go below the basis of 25 cents.

Traffic on the Toledo, St. Louis & Kansas City is now so light that on one of the divisions ending at Frankfort, Ind., five train crews are doing the work that a year ago required twelve crews. On another seven crews are doing the work that fifteen crews did.

A Chicago dispatch says the Eastern road are not adhering with scrupulous fidelity to the 20-cent rate recently made on corn from Chicago to New York. There

seems to be but little freight in sight and the traffic managers of the lines seem to get it without considering the price paid for it.

Samuel Porcher, formerly assistant superintendent of motive power of the Pennsylvania, yesterday took the place of the assistant purchasing agent, to succeed A. W. Sumner, who was made purchasing agent a few months ago on the retirement of Enoch Lewis.

The Continental fast freight line withdrew from Terre Haute yesterday, and A. J. Nicholson, who represented the line at that point, became agent of the Central States Dispatch, which covers the largest number of any fast freight line in this country.

John E. Davidson, treasurer, and S. B. Ligeret, secretary of the Pennsylvania Company, who have been in Terre Haute for several days looking into affairs connected with the Pennsylvania Company, returned to Pittsburgh.

The passenger department of the New York Central has just issued a series of five beautiful etchings, which artistically outrank anything of the kind yet issued by any railway company. The etchings, which advertising feature renders them suitable to hang in any office, library or home.

The Chicago, Burlington & Quincy, which is making a new dining car, yesterday adopted the plan of the Cincinnati, Hamilton & Dayton and the latter's dining passengers order that they want and pay for what they get, instead of a fixed price of \$1 a meal.

Paul Rainer, chief of the joint inspection and revenue bureau, who is in the city for a couple of days, left yesterday afternoon for Cincinnati, to inspect the 73-10 cent rate of the city to have the privilege of taking up the bonds at any earlier time by giving thirty days' notice and upon the payment of a premium of one-half of 1 per cent. The Baltimore Savings Bank held \$200,000 of the bonds, and decided to hold them till the city was able to take them up. It is not known whether the city had the right to take the bonds at the rate of 73-10 cent.

In the Pennsylvania Company's monthly statement the earnings of the Vandalla and Grand Rapids to Indiana, January were included, and it is stated that the annual statement of the Pennsylvania Company for 1893 will include the Vandalla, which the company now considers part of its Western system.

John Sebastian, of Chicago, general passenger agent of the Rock Island railway, wired the Kansas City representative, yesterday, instructions to make the 20-cent rate of the Rock Island railway, to San Diego and National City, going via Ogden or El Paso. The 25-cent round trip rate will be applied over these lines returning.

A Kansas City (Mo.) paper prints a story to the effect that General Manager Frey, of the Santa Fe railway, will resign his place in a few days on account of differences with H. R. Nickerson, general superintendent of the eastern grand division. Mr. Frey went to the Santa Fe a year or more ago from the Missouri, Kansas & Texas railway.

Inquiry develops the fact that the sales of tickets at Indianapolis for the Pacific coast in January and February, 1894, are not up to expectations, not averaging at all ticket offices, over \$50 a month, which is not 60 per cent in the corresponding months in 1893 at much higher rates, so that this year there is but little hope of a war in which they are engaged by the lines likely to suffer in the fight, and they are disposed to forego the matter.

The Louisville, New Albany & Chicago road in the third week of February showed a decrease as compared with the corresponding week of 1893 of \$1,185. The Lake Erie & Western earned \$2,571, a decrease of \$1,755; the Wabash \$216,000, a decrease this year of \$4,300; the Evansville & Western \$2,419; the Evansville & Indianapolis \$5,000, a decrease this year of \$1,351; the Evansville & Richmond \$1,351, a decrease this year of \$1,153.

The length of through trains over Indianapolis lines has now so increased that it is inconvenient to handle them in the present train sheds, and an official of one of the important systems said yesterday that the next money the Union Pacific Company expended should be in building a viaduct on South Meridian street, that the tracks of the Union Pacific and a few in the business districts of the North Side. Both battalions will respond on a second call to the city, and the shifting of the sheds is blocked with trains.

The amended plan of reorganization of the Richmond Terminal reorganization committee was made public at New York yesterday by Drexel, Morgan & Co., the depositaries under the plan, which is signed by C. H. Coster, George Sherman and Anthony J. Thomas as a committee of reorganization. The original plan excluded the East Tennessee, Virginia & Georgia, Cincinnati & Northern Indiana, the Mobile & Birmingham, and the new plan excludes the Chester & Louisville, the Chesapeake & Potomac, the Chesapeake & Ohio, the Chesapeake & Maryland, the Chesapeake & Delaware, the Chesapeake & Virginia, the Chesapeake & North Carolina, and the Chesapeake & South Carolina.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

COMMISSIONERS' QUEER DOINGS.

They Agree to Pay a Big Sum for Recovering Taxes.

The County Commissioners have signed a contract with Charles M. Tyler, formerly in the employ of Township Assessor Quill, agreeing to give him 25 per cent. commission if he secured the placing on the tax duplicate of certain property which has been kept off the books of the assessor.

He represented that a certain party in the county had property valued at \$100,000, which had been kept off the tax list for the last twelve years and that the back taxes which could be recovered on the property would amount to \$100,000. Tyler, who is acting as the agent for another party put on the list, was able to have the property put on the list.

County Assessor Baker says the commissioners are in making the contract and that he would furnish a list of the property. He says that the contract, not being specific, would allow Tyler to make a deal of his own property, and to put on the list other property that is not listed for taxes put on the duplicates. He says the property could not be taxed for more than three years back.

A county assessor Baker says the commissioners are in making the contract and that he would furnish a list of the property. He says that the contract, not being specific, would allow Tyler to make a deal of his own property, and to put on the list other property that is not listed for taxes put on the duplicates. He says the property could not be taxed for more than three years back.

A county assessor Baker says the commissioners are in making the contract and that he would furnish a list of the property. He says that the contract, not being specific, would allow Tyler to make a deal of his own property, and to put on the list other property that is not listed for taxes put on the duplicates. He says the property could not be taxed for more than three years back.

A county assessor Baker says the commissioners are in making the contract and that he would furnish a list of the property. He says that the contract, not being specific, would allow Tyler to make a deal of his own property, and to put on the list other property that is not listed for taxes put on the duplicates. He says the property could not be taxed for more than three years back.

A county assessor Baker says the commissioners are in making the contract and that he would furnish a list of the property. He says that the contract, not being specific, would allow Tyler to make a deal of his own property, and to put on the list other property that is not listed for taxes put on the duplicates. He says the property could not be taxed for more than three years back.

A county assessor Baker says the commissioners are in making the contract and that he would furnish a list of the property. He says that the contract, not being specific, would allow Tyler to make a deal of his own property, and to put on the list other property that is not listed for taxes put on the duplicates. He says the property could not be taxed for more than three years back.

A county assessor Baker says the commissioners are in making the contract and that he would furnish a list of the property. He says that the contract, not being specific, would allow Tyler to make a deal of his own property, and to put on the list other property that is not listed for taxes put on the duplicates. He says the property could not be taxed for more than three years back.

A county assessor Baker says the commissioners are in making the contract and that he would furnish a list of the property. He says that the contract, not being specific, would allow Tyler to make a deal of his own property, and to put on the list other property that is not listed for taxes put on the duplicates. He says the property could not be taxed for more than three years back.

A county assessor Baker says the commissioners are in making the contract and that he would furnish a list of the property. He says that the contract, not being specific, would allow Tyler to make a deal of his own property, and to put on the list other property that is not listed for taxes put on the duplicates. He says the property could not be taxed for more than three years back.

A county assessor Baker says the commissioners are in making the contract and that he would furnish a list of the property. He says that the contract, not being specific, would allow Tyler to make a deal of his own property, and to put on the list other property that is not listed for taxes put on the duplicates. He says the property could not be taxed for more than three years back.

A county assessor Baker says the commissioners are in making the contract and that he would furnish a list of the property. He says that the contract, not being specific, would allow Tyler to make a deal of his own property, and to put on the list other property that is not listed for taxes put on the duplicates. He says the property could not be taxed for more than three years back.

A county assessor Baker says the commissioners are in making the contract and that he would furnish a list of the property. He says that the contract, not being specific, would allow Tyler to make a deal of his own property, and to put on the list other property that is not listed for taxes put on the duplicates. He says the property could not be taxed for more than three years back.

A county assessor Baker says the commissioners are in making the contract and that he would furnish a list of the property. He says that the contract, not being specific, would allow Tyler to make a deal of his own property, and to put on the list other property that is not listed for taxes put on the duplicates. He says the property could not be taxed for more than three years back.

A county assessor Baker says the commissioners are in making the contract and that he would furnish a list of the property. He says that the contract, not being specific, would allow Tyler to make a deal of his own property, and to put on the list other property that is not listed for taxes put on the duplicates. He says the property could not be taxed for more than three years back.

A county assessor Baker says the commissioners are in making the contract and that he would furnish a list of the property. He says that the contract, not being specific, would allow Tyler to make a deal of his own property, and to put on the list other property that is not listed for taxes put on the duplicates. He says the property could not be taxed for more than three years back.

A county assessor Baker says the commissioners are in making the contract and that he would furnish a list of the property. He says that the contract, not being specific, would allow Tyler to make a deal of his own property, and to put on the list other property that is not listed for taxes put on the duplicates. He says the property could not be taxed for more than three years back.

A county assessor Baker says the commissioners are in making the contract and that he would furnish a list of the property. He says that the contract, not being specific, would allow Tyler to make a deal of his own property, and to put on the list other property that is not listed for taxes put on the duplicates. He says the property could not be taxed for more than three years back.

DEMANDS A PREMIUM

Another Company Wants Extras for Surrendering City Bonds.

An Echo of the Deal with the New York Life Insurance Company—A Fireman on Trial.

City Treasurer Holt yesterday received a telegram from Winslow, Lanier & Co., of New York, stating that the Aetna Life Insurance Company demanded the one-half of 1 per cent. premium for surrendering \$90,000 of the old issue of \$90,000 of city bonds. Upon advice of Controller Trustor he wired the New York bankers asking them to confer with Mayor Denny, who will be in New York to-day about the matter.

When the late administration entered into a contract with the New York Life Insurance Company to protect the city's credit it was agreed that the issue which the city was unable to meet should be carried July 1, 1894, at the same rate of interest, 73-10 cent, the city to have the privilege of taking up the bonds at any earlier time by giving thirty days' notice and upon the payment of a premium of one-half of 1 per cent. The Baltimore Savings Bank held \$200,000 of the bonds, and decided to hold them till the city was able to take them up. It is not known whether the city had the right to take the bonds at the rate of 73-10 cent.

A dispatch was received yesterday from the Mayor stating that he had been informed by Winslow, Lanier & Co. that the \$90,000 and the extra premium offered by the Indiana Trust Company for the refunding of the city's bonds, to the National Bank of Boston. He will deliver the new bonds to the Boston bankers. The Trust Company requires the bonds be delivered at Boston on March 1.

Controller Trustor yesterday returned the \$90,000 of the Indiana Trust Company, given as a guarantee that the company would take the bonds.

NO APPOINTMENT YET.

Board of Safety Has Not Named Dr. Earp's Successor.

The session of the Board of Public Safety continued last night until a late hour. The board stated at the outset that there would be no appointment of a police surgeon and the members declined to discuss the names of the candidates. Fireman Flemming, a pipe maker, was elected to the position of police surgeon. He was elected by a vote of 10 to 2. His resignation was suspended on the charge in return, so far as Indianapolis is concerned, on Pacific coast business.

The Louisville, New Albany & Chicago road in the third week of February showed a decrease as compared with the corresponding week of 1893 of \$1,185. The Lake Erie & Western earned \$2,571, a decrease of \$1,755; the Wabash \$216,000, a decrease this year of \$4,300; the Evansville & Western \$2,419; the Evansville & Indianapolis \$5,000, a decrease this year of \$1,351; the Evansville & Richmond \$1,351, a decrease this year of \$1,153.

The length of through trains over Indianapolis lines has now so increased that it is inconvenient to handle them in the present train sheds, and an official of one of the important systems said yesterday that the next money the Union Pacific Company expended should be in building a viaduct on South Meridian street, that the tracks of the Union Pacific and a few in the business districts of the North Side. Both battalions will respond on a second call to the city, and the shifting of the sheds is blocked with trains.

The amended plan of reorganization of the Richmond Terminal reorganization committee was made public at New York yesterday by Drexel, Morgan & Co., the depositaries under the plan, which is signed by C. H. Coster, George Sherman and Anthony J. Thomas as a committee of reorganization. The original plan excluded the East Tennessee, Virginia & Georgia, Cincinnati & Northern Indiana, the Mobile & Birmingham, and the new plan excludes the Chester & Louisville, the Chesapeake & Potomac, the Chesapeake & Ohio, the Chesapeake & Maryland, the Chesapeake & Delaware, the Chesapeake & Virginia, the Chesapeake & North Carolina, and the Chesapeake & South Carolina.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds, of which 100,000 is on the driving wheels. The boiler is of the Belpaire type, and fifty-eight inches in diameter.

The compound engine which the Richmond locomotive works built for the Big Four, which is now being tested by the Union Pacific, is performing very satisfactorily, last week hauling a train of forty-one loaded cars, and the engine is the second half mile, and twenty-four feet to the mile the next two miles. The train was hauled with much less extra exertion, and the steam pressure was well maintained. The weight of this engine is 170,000 pounds